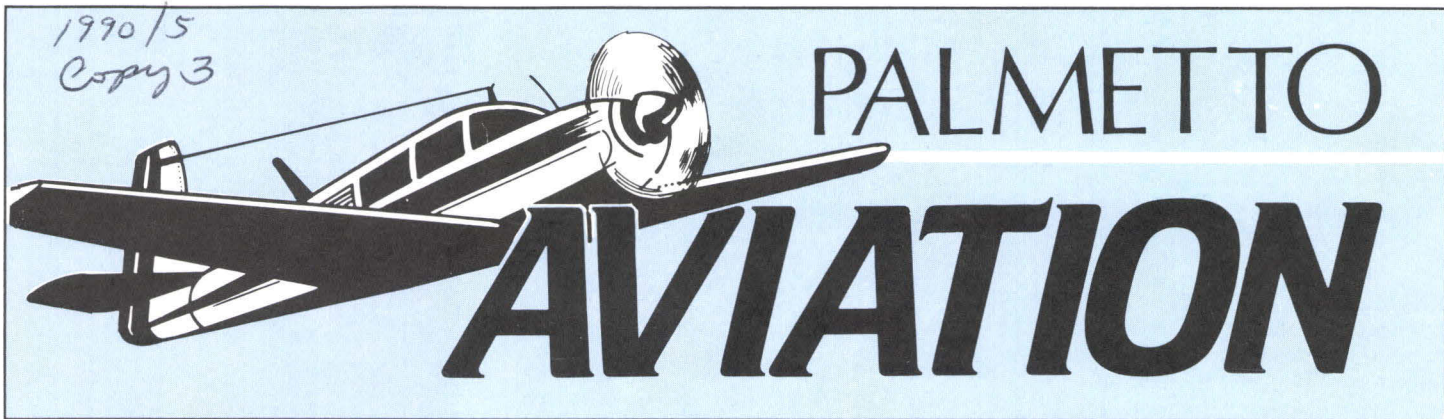


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Volume 42, Number 5

Published by the S.C. Aeronautics Commission

May, 1990

FAA Extends Deadline for Drug Testing

Programs affected include:

aerial applicators, flight instructors, hot air balloonists

On March 22, 1990, the Federal Aviation Administration (FAA) announced an extension of the compliance date under the aviation industry drug testing rule for the submission and implementation of anti-drug programs by operators who are not required to hold an air carrier operating certificate or an air taxi/commercial operator operating certificate.

Under the terms of this rule amendment, these operators will have an additional year, until April 10, 1991, to submit their anti-drug programs to the FAA for approval.

The date by which these opera-

tors are required to begin drug testing their covered employees has been similarly extended to August 8, 1991.

Operators affected by this extension include individuals and entities performing student instruction; sightseeing flying in hot air balloons; aerial work operations such as crop dusting, banner towing and pipeline patrol; and other operations listed in section 135.1(b) of the Federal Aviation Regulations.

During the extension period, the FAA will evaluate whether further rule making is warranted to re-

move these operators from the rule or to tailor applications of the rule to the nature of the operations they perform.

Further information concerning the FAA aviation industry drug testing program may be obtained by contacting the regional anti-drug program manager listed below for South Carolina, North Carolina and Georgia:

Howard O'Neal
FAA/ Southern Region
ASO-300
3400 Norman Berry Drive
East Point, Georgia 30344
(404) 763-7335.



SCAC Chairman Jim Hamilton (l) presents former Commissioner Wally Mullinax with his official Aeronautics Commission photograph, recognizing his service to South Carolina aviation.

Columbia Metro Opens Runway 5/23

Runway 5/23 at the Columbia Metropolitan Airport officially opened for traffic at 5:30 a.m. on April 26.

Bob Waddle, executive director of the airport, welcomed the first flight, an Emery DC-8, in the early dawn hours as it landed on the newly extended and strengthened runway.

Construction to lengthen the runway took nearly two years to complete at a cost of \$14.5 million.

Airport officials also participated in the pre-dawn event and enjoyed a hearty breakfast following the ceremony.

Ninety percent of the project was funded through
See Columbia Metro Runway, Page 6

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PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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SCAC Pilot Receives Award

A former pilot with the Aeronautics Commission was recently honored for his outstanding service to South Carolina.

Ed Harney, who retired as a special missions pilot in September, was presented an engraved plaque commending his employment with the commission which began in April 1984.

On April 18, he was presented the Order of the Palmetto by Gov. Carroll Campbell, the state's highest civilian award.

While with SCAC, Harney amassed 12,600 accident-free hours with 7,000 of those in rotary



Chairman Jim Hamilton (l) presents Ed Harney with a plaque.

wing aircraft. He was qualified in 20 different fixed-wing single and multi-engined aircraft and 16 different rotary wing single and multi-engined aircraft.

"Fifi" & "Diamond Lil" Scheduled For Columbia & Greenville

Rare WWII Aircraft to visit SC

The Confederate Air Force and the American Airpower Heritage Foundation are bringing two historic vintage aircraft to the Carolinas.

The last flying World War II B-29 "SuperFortress", named "Fifi" and a "Liberator type" aircraft, named "Diamond Lil" will be coming to Columbia, Greenville and Charlotte in June.

These flying museums are a tribute to those who fought in the war reminding everyone of America's great contributions and our heritage of air power.

"Fifi" is a giant four-engined bomber of the type that dropped the atom bomb ending the war, while "Diamond Lil" is a very rare vintage bomber and one of three remaining Liberator survivors from WWII.

These magnificent aircraft will be on display at Columbia Metro-

politan Airport at Eagle Aviation from June 5-10, in Greenville, SC, at Cornerstone Aviation at the Downtown Airport from June 12-17, and in Charlotte at Butler Aviation from June 19-24.

The aircraft will be open to the public each day from 10 a.m. to 7 p.m. A small donation will be requested to tour the planes.

The Confederate Air Force is a non-profit organization dedicated to preserving, in flying condition, many of the last examples of the great aircraft of the period from 1935-45. The organization is comprised of hundreds of volunteers who make the flying, reconditioned aircraft possible.

The Confederate Air Force's main museum is located in Harlingen, Texas, and operates more than a hundred vintage aircraft which is the largest collection of aircraft from the WWII era.

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. **Mailing Address:** Post Office Drawer 280068, Columbia, South Carolina, 29228. **Phone:** (803) 822-5400, or 1-800-922-0574.

Request for Proposals for Commercial Aeronautical Activities at the Spartanburg Downtown Airport

The City of Spartanburg, South Carolina, invites submission of proposals from persons or firms interested in entering into an agreement for the conduct of Commercial Aeronautical Activities at the Spartanburg Downtown Memorial Airport.

Sealed proposals will be received by the City of Spartanburg at or prior to 4 p.m. local time on June 1, 1990 at the office of Frank G. Anderson, Airport Manager, Spar-

tanburg Downtown Memorial Airport, Spartanburg, SC or by certified mail to Frank G. Anderson, Airport manager, City of Spartanburg, P.O. Drawer 1749, Spartanburg, SC 29304.

Proposal documents may be obtained from the Airport Manager on or after May 1, 1990. A non-refundable fee in the amount of twenty five dollars (\$25.00) will be charged for each set of proposal documents.

Craver Presents Congressional Award

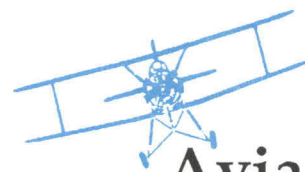
William E. Craver, Jr., (r) chairman Emeritus of the Charleston County Aviation Authority, congratulates Senator Wendell Ford (D-Kentucky) in awarding the senator the 1990 Congressional Leadership Award for service to the aviation industry.

Ford was honored for his efforts to raise additional funds for the development of airports and the aviation industry.

Ford is chairman of the Aviation Subcommittee of the Senate Committee on Commerce, Science and Transportation, while Craver is chairman of the Airport Board Members and Commissioners



Roundtable affiliated with the Airport Operators Council International.



Aviation Calendar

May 11-13

Spartanburg Skyfest '90
Spartanburg Downtown
Hot Air Balloon Races

May 13

Jefferson County's
Third Annual Fly-in
Louisville Airport, GA

May 19-20

New Horizons Air Show
Bryant Field Airport
Rock Hill

May 20

Breakfast Club
Laurens County Airport

May 27

Breakfast Club
Twin Lakes Airport
near Augusta

June 5-10

Confederate Air Force
"Fifi" B-29 &
"Diamond Lil" B-24
Eagle Aviation
Columbia Metro Airport
Daily tours: 10a.m. -7p.m.

June 6

Myrtle Beach AFB
Open House
Thunderbirds

June 10

Breakfast Club
Kirk Air Base
Near Lancaster

June 12-17

Confederate Air Force
"Fifi" & "Diamond Lil"
Cornerstone Aviation
Greenville Downtown

June 19

3M Stormscope Seminar
CAP Bldg.
Columbia Metro Airport
7 p.m.

FREE -- Open to the Public

Stormscope Seminar Planned

A free 3M Stormscope Weather Mapping seminar will be held June 19 in Columbia.

The seminar, sponsored by the Aeronautics Commission, will be conducted by Ralph Manuel of 3M's Safety and Security Systems Division.

The free seminar will be held at the Civil Air Patrol Building at

the Columbia Metropolitan Airport at 7 p.m. on June 19 and is open to the public.

Topics to be discussed include an overview of stormscopes, the difference between stormscopes and radar, and basic thunderstorm meteorology. A hands-on demonstration will follow the presentation.

It's a Beautiful Place to Land:

There is a place in South Carolina where you expect the unexpected. It's down a winding road shaded with sweet gums and pin oaks and looks ready for a picnic or a nature walk. But it's not a park, it's an airport.

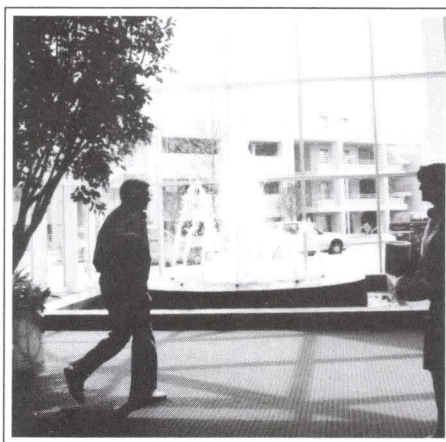
The Greenville-Spartanburg Airport has to be one of the most well-planned and aesthetic airports in the southeast featuring tree-lined parking lots, gurgling indoor fountains and neon murals. The airport exudes a high-tech atmosphere at the entrance with floor to ceiling atrium windows and gleaming escalators.

The terminal expansion is nearly completed and the whole building smells of fresh paint and newly-laid carpet.

Jack Norris, public relations director at the Greenville-Spartanburg Airport said the airport has had its share of being a leader in technology.

"We were one of the first regional airports built in the southeast, and the first non-military airport in the country to have runway centerline flush lighting," Norris added, "We were also the first airport in both Carolinas to have a parking garage."

Like most airports in the state, Greenville-Spartanburg has an interesting history.



A passenger on the way to a flight walks by the fountain in the lobby area of the new airport.

In 1957, Greenville County had a population of about 205,000 persons and Spartanburg County's population was about 153,000. The major airline servicing Greenville and Spartanburg was Eastern Airlines which stopped on its way from New York to Atlanta. As the airlines continued flights, Eastern realized it would be more profitable if they stopped only once in the Greenville-Spartanburg area, not twice.

During that same time, area business leaders began thinking about one regional airport to serve the Upstate. Two major forces behind the regional airport concept were Roger Milliken, a textile magnate, and Charles E. Daniel of Daniel Construction Company. Both men assembled unofficial ad hoc committees of prominent area citizens to concentrate on the prob-

lem and form viable solutions. As the idea gained acceptance, Milliken and Daniel initiated and financed a series of studies by experts in airport design and construction.

The site of the airport, according to information from them, took only 45 minutes. The route for Interstate 85 had just been selected and it was the only place for an airport located on the county line.

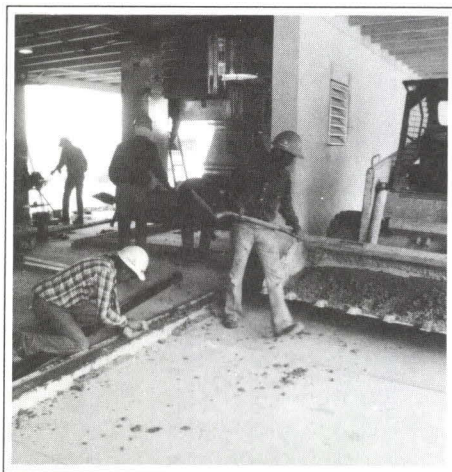
According to Norris, the Greenville-Spartanburg Airport cost about \$14 million which included the original terminal and 2400 acres of land in 1957.

Harold Boiter, projects manager for the airport, recalled the days before the airport was built, "When I was about 21, I used to go rabbit hunting on this land."

In 1963, during the airport's first year of operation, it served about 175,000 passengers. Last year, the airport served more than 1.2 million passengers annually and expects at least a five percent increase in passengers this year.

"When the airport was built," said Norris, "the architect said it would reach capacity in 20 to 25 years and he hit it almost on the head. This new terminal expansion should go well into the 21st century, about 2010. This terminal is designed so a second runway can be built parallel to the first one."

Airport Director Gary Jackson said, "Our terminal complex can be



The new concourses (r) at the airport can accommodate up to eight jets at a time.

At left, construction continues as the terminal expansion is completed.



Greenville-Spartanburg Airport

expanded greatly even into a major hub, if that's in store for our airport. Also, we have a large amount of land set aside for a cargo section."

"We're not hampered by a lot of industrial areas or residential areas for growth," he said, "and we're in the process of the planning stages of building a parallel runway."

The terminal expansion project has been one of the most exciting and extensive projects of any airport in South Carolina.

Costing \$42 million to expand and renovate the terminal building, the project was begun in July 1988 and is nearly complete.

Changes to the terminal building included eight \$200,000 passenger loading bridges manufactured by Jetways, Inc. of Ogden, Utah. These are on the second floor of both the old south and old north concourses now redesignated as Concourse A and Concourse B.

Concourse A is used by American Airlines, USAir and USAir Express, while Concourse B is used by Delta, Eastern, Northwest Airlines and Enterprise Airlines. Five more gate positions added to the south end of the Concourse A are available for immediate use.

The air carrier departure lounges are also on this second level, connecting enplaning and deplaning passengers directly with their airliners.

In addition, three banks of telephones and rest rooms have been all relocated on the top levels for easier access. A new feature on the concourse is the new modern furniture. Desks, especially suited for business travelers, are equipped with telephones and desk lamps. A glass wall looking out over the runway gives a fine view of Parris Mountain.

According to the airport, from 80,000 to 100,000 air travelers a

month are using the airport terminal, however, it is designed to hold more than twice this number without crowding.

Underneath the concourse is the airport's lower terminal, and is a football field in length. The new segment has two automated baggage retrieval systems in operation thereby reducing the extended waiting periods some passengers have experienced when flights arrive about the same time.

The lower terminal contains counter space for five rental car companies, the lost luggage office for all airlines and the airport's limousine service counter. New escalators connect it directly with concourses.

One of the most attractive features of the airport is the Windows Restaurant with its 26-foot-high window walls overlooking a formal garden with fountains and bronze sculpture of children playing. These elements when combined with the air traffic of the runway, give diners a memorable experience.

Norris said the restaurant is being used not only by air travelers, but

also by area residents interested in the view.

The new airport terminal nearly doubles the amount of space in the original terminal and the design improves terminal passenger traffic flow during the heaviest peak hours.

Being functional isn't the only unique aspect of the Greenville-Spartanburg Airport.

As Gary Jackson said, "It's one of the most beautiful airports in the country...I think people are always interested in the way the airport looks. A building ought to mean more than just a mode of transportation. Why does art have to be confined to just civic centers and art galleries?"

"This airport just sets the stage for a good business day," Jackson beamed, "and that's priceless to us."

Indeed, it is.



Above, the outdoor garden was originally smaller, but was expanded as part of the project. The garden is dedicated to Roger Milliken. The indoor cafe (l) was modified and has a view to the outdoor garden.

Columbia Metro Opens Runway 5/23

Continued from Page 1

the Federal Aviation Administration's Airport and Aviation Trust Fund.

The remainder of the project was funded by the Richland/Lexington Airport Commission and the South Carolina Aeronautics Commission through reserves and bond funds.

The airport held a ribbon-cutting ceremony to commemorate the opening of runway 5/23 which has been closed since October 1989.

The runway was extended from 5000 to 7000 ft. in a southwesterly direction to accommodate air carrier traffic and included the strengthening and widening of the adjoining taxiways.

According to Columbia Metro, runway 5/23 was extended because the previous length of 5000 ft. did not meet the basic transport length standards.

Due to the insufficient runway length, a majority of corporate jets

as well as air carrier operations could not land on the runway.

The runway extension will also help in eliminating delays and diversions, by allowing jet aircraft to arrive and depart Columbia when the main terminal is closed due to repair, excessive crosswinds or a disabled aircraft.

Columbia Metropolitan Airport was notified of the FAA grant to expand and strengthen the runway on April 29, 1988.

Nominations Accepted for FAA's Championship Awards

The FAA has started taking nominations for their 1990 FAA Administrator's Championship Awards for excellence in aviation education.

Awards will be presented by FAA regions and headquarters to recognize outstanding contributions to aviation education. There are six categories from which nominations may be made:

- States
- Communities
- Industry
- Educators
- Individuals
- Youth Programs.

Regional winners will automatically compete on the national level.

FAA regional and headquarter's awards will be awarded in each category of competition. The top award in each category will receive a special recognition certificate signed by the FAA Administrator. Regional awards will be presented by FAA Regional Administrators, and national championship awards will be presented by the FAA Administrator in Washington, D.C. in November.

Nominations from states will be reviewed by the FAA Regional Aviation Education Officer, while regional level winners will be considered at the national level by FAA headquarters and NASAO.

To nominate a "champion" for recognition, please complete a nomination form and attach your nomination package. Forms may

be obtained from the Public Information Office of the SC Aeronautics Commission. Send the completed nomination to the FAA Regional Aviation Education Officer by September 1, 1990.

Having an air show?

Send a copy of FAA
Form 7711-1 and 7711-2 to:
Public Information Office
Aeronautics Commission
P.O. Box 280068
Columbia, SC 29228
If you have questions:
1-800-922-0574 or
(803) 822-5400

A Takeoff, a Landing or a...

Dennis Johnson and his bride, Pat Mitchell, walk down Runway 9/27 after exchanging vows at the Greenville Downtown Airport earlier this year.

Congratulating him, at right, is Roscoe Powers, chairman of the Greenville Airport Commission.

Johnson is the maintenance supervisor of the Greenville Downtown Airport.



FYI From the FAA

Use Your Prerogative: the Use of Good Judgment

Of all the FAA/GAMA industry-sponsored presentations developed thus far, in support of FAA's Accident Prevention Program, this one, more than any other, embodies the crux of flying -- the use of good judgment.

A pilot prerogative is, effectively, a demonstration of judgment. It's the ability to make an "instant" decision which assures the safest possible continuation of the flight. Judgment is a series of evaluations you make, over a period of minutes, hours, or even days, to keep you out of danger.

Good judgment guarantees the positive aspects of flying -- the freedom to walk to your aircraft, go flying, and return to earth, safely. Good judgment is an intangible component of flying which enhances safety. Good judgment can be the lifesaving edge in the midst of an unforeseen situation. General aviation flying is a safe mode of transportation, but with good judgment, it can be made safer.

Through education and experience, pilots and pilots-to-be can learn good judgment just as thoroughly as they learn the mechanics and basics of good flying. In fact, learning good judgment is just as an important part of flying as learning to make good takeoff and landings. What it takes is the ability to assimilate that all-precious commodity, called "experience", and then translate it into good judgment.

This learning process starts with training by a well-qualified, FAA certified flight instructor (CFI) or at an approved school that employs CFI's in a programmed curriculum. Bad habits are hard to break. The CFI is the key to safe flying. Whether you're taking a refresher course or getting checked out in a new, perhaps more complex, make and model, or just have a basic question, seek the guidance of a qualified instructor.

The best way to learn good judgment is through flying. You don't have to fly every day to be good -- to be

sharp -- but you do have to fly and to practice often. Practice makes better pilots. What is needed, then, is to gain exposure to flying in small, digestible chunks, and to effectively evaluate this experience. This is how judgment is developed.

Ironically, we carefully and meticulously preflight our aircraft, but frequently fail to preflight ourselves—even in a cursory manner. Too often we forget that man is usually the weakest link in that crucial "man-machine" interface. Flying with others can offer an extra margin of safety by providing redundancy and "backup" in case you need it.

Seven ways to develop and enhance your flying judgment:

- Learn the correct mechanics of flying the first time around.
- Get thoroughly checked-out in a new aircraft by a competent CFI.
- Keep your knowledge current through, study, and maintain your flying skills through practice. View your pilot's certificate as a "license to learn" more.
- Take on new experiences, such as weather and night flying, one step at a time.
- Invite a pilot-friend or just a friend to accompany you on your journey—chances are both of you will learn something.
- Learn from the experience of others—both the good and the bad. There is no need to duplicate mistakes.
- Attend safety seminars, such as this one, as often as you can.

Pilots: You have certain prerogatives...

What is a pilot prerogative? According to Webster, a prerogative is "an exclusive or special right, power or privilege belonging to a person, group or class of individuals."

Flight Service Stations

- Visit any flight service station and obtain a weather briefing. It should be:
 - complete
 - clear, and

—concise

But you must ask for the information you require.

- If you call in, tell the briefer:
 - whether you plan to fly VFR or IFR,

- your route of flight,
- your type of aircraft,
- your registration number,
- the time you plan to depart, and
- use your flight planner.

Before Taxiing

• Tune in ATIS and write down the recorded information. When applicable, call for IFR (or Stage III VFR) clearance before starting your engine.

• If you have any doubt about the details of your clearance, ask for confirmation of additional information—that's your prerogative!

• If you don't want an intersection takeoff, ask the tower for use of the full length of the runway.

• Be aware of wake turbulence...it can be very dangerous!

• If the crosswind is more than you think you can handle, then use another runway or wait until the wind abates or shifts.

Enroute

• Use your transponder when flying VFR as well as IFR.

• When practical, avoid routes that take you beyond your engine-off "best gliding" distance from land or a suitable landing area.

• Report any unforeseen weather conditions.

• Get current enroute weather information (see figure 1 for EFAS locations) and, if you don't like what you hear—or see firsthand—land!

In summary, we all need to work on improving our judgment because, from good judgment comes the ability to make good decisions, and to correctly exercise our pilot-in-command privileges.

Good judgment is the priceless element gained through proper training, through purposeful proficient flying and through experience.



**SOUTH CAROLINA
AERONAUTICS COMMISSION**
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Columbia, SC 29228

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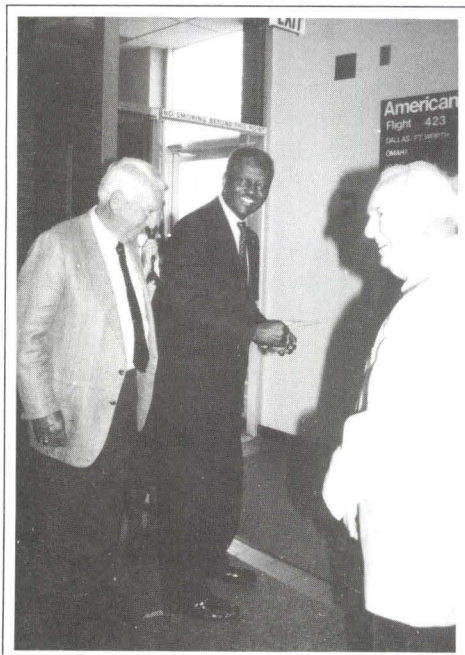
This Month...

Inside Palmetto Aviation

- Columbia Metro Opens Runway 5/23
- A Beautiful Place to See -- GSP
- Free Stormscope Seminar Planned

... and much, much more!

American Airlines Announces Non-stop Flights to Dallas

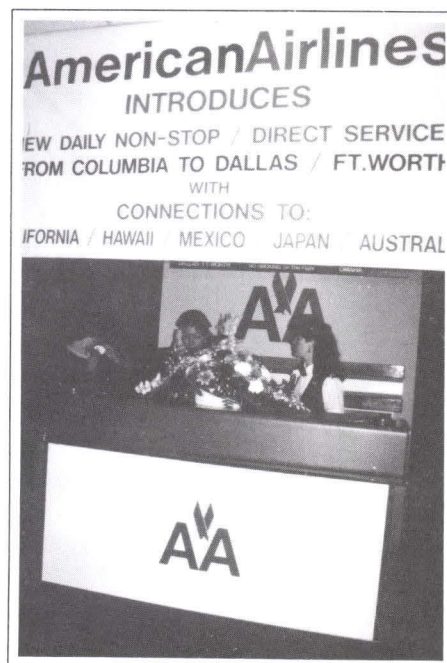


American Airlines now flies to Dallas from Columbia. Recently American Airlines held a ceremony to kick off their direct service.

On hand were American Airlines officials, airport personnel, local media and, of course, passengers on the inaugural flight.

During the announcement, Jerry Knightner, chairman of the Richland/Lexington Airport Commission, cut the ribbon (l) and the inaugural flight was underway.

At right, American Airlines staff greet passengers arriving to board the new direct, non-stop flight to Dallas.



This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.